Boston Opera House


SATURDAY, 7 to 4.30, THE LOVE OF THE THREE KINGS. Same cast as Monday.

SATURDAY, 8 to 11. Pop. Prices, 50c to $1.50. MARTHA (in English).

Sunday, 3.15. Prices 25c to $1.50.

Colonial Theatre

Evgs. 8 Mat. Wed. & Sat. at 2

THE DOLL GIRL

PLYMOUTH THEATRE

Evgs. 8,15. Mats. Thurs. & Sat. 2,15

UNDER COVER

MAJESTIC THEATRE

Evgs. 8,10. Mats. Wed. and Sat. at 2

PRUNELLA

SHUBERT THEATRE

Evgs. 8 Mat. Wed. & Sat. at 2

FORBES-ROBERTSON'S FAREWELL

CASTLE SQUARE THEATRE

Daily at 2.10 and 8.10.

THE GREAT RUBY

(Continued from Page 1)

other hotel in the country which has such a system. The fellows were deeply interested in it and to show the efficiency of the department and system, Mr. Green of the hotel who was exceedingly generous, suddenly turned around as he was in the midst of one of the fire boxes and told the men to stand back against the wall. He then took the glass in the front of the boxes and rushed from an elevator at the end of the corridor. When the inspection of the hotel was concluded, the party officially broke up for the night although many of them ate a hasty dinner and attended the Hippodrome.

Tuesday morning the first trip took the party by the Pennsylvania R. R. at the new terminal. High above the party was the train passing through the maze of passages of the station itself and trapped several columns of underground passages when they came to the baggage room, boarded two auto baggage trucks and were taken around the baggage room in perfect comfort. This part of the excursion was concluded by a 15-mile race between the two trucks. The representatives of the railroad then took the party onto a special car and carried them under the East River Long Island. Here the power station and the locomotives were inspected. When the return was made the railroad again provided a special car. The programmer was spent at the Elec- tric wavelet station which is the power plant that supplies New York City. With the completion of the inspection concluded the program for the day although several supplemented it by a stop to the Winter Garden.

"Factory Methods" was the object of Wednesday's visits. The morning was consumed by a trip to the Crocker-Wheeler Co. at Ampero, N. J., where the construction of electric machinery was studied. The working conditions seemed very good although some of the methods of manufacture were rather antiquated. Without returning to New York the party went to Orange, N. J., after completing the morning inspection, where the laboratories and factory of the Edson Storage Battery Company was inspected. The process of manufacture of this new type of cell proved a great attraction for the fellows and they picked up many things of importance during the trip. At 4.30 the party returned to their hotel in New York and at 6.45 left on a special car attached to the Philadelphia express, arriving at Green Hotel in Philadelphia about 11.45 p. m. There was great excitement on the train when it was announced that the Philadelphia Alumni was read inviting Prof. Hudson, Thompson, Mr. Briot, John Ritchie, Jr., and the students to be the guests at an alumni dinner the next evening.

Thursday morning the party went to the Brill Car Company's works and here the whole process of manufacture from the logs to the finished cars was seen and the process of making the large parts by drop forging was shown. Several of the cars were going to Lisbon, Portugal—these were of an odd construction and was nothing more than a type which competed closely with that of the Boston "snake-cars" for eccentricity. Unlike all the transportation industry the Baldwin Locomotive Company was inspected, previously to which Mr. John- son, President of the company, gave a very instructive talk. This company employs about 18,000 men.

In the evening the students were the guests of the Alumni at a banquet held in the Hotel Walton at which Richard Waterman, '92, was toast- master. Dr. Hollis Godfrey, '90, presi- dent of the Drexel Institute, gave a welcoming address to which President Harold B. Richmond, '14, of the Elec- trical Engineering department, replied. W. H. King, a graduate, assistant cor- poration councillor of New York and poration councillor of New York and Secretary of the railroad then represented the railroad.

Friday morning there was a trip to the National Steel Company where the process of steel manufacture was care- fully studied. The men had an oppor- tunity to see a great variety of work. Several large guns for coast fortification were being made. The party arrived just in time to see the loading of two open hearth furnaces and the pouring of their contents to form a 12-ton armor plate.

At the end of the inspection of this factory the party returned to the evening and then left by a special car attached to the 2:40 p. m. train for New York. At New York, a transfer was made to the Fall River boat on which the party embarked for Boston.

The men arrived in Boston early Saturday morning, and it was voted that the party be divided into two parties. The party then broke up, every man feeling that the educational benefit was greater than could ever be attained by any other means.

The expense of the entire trip in- cluded all transportation, hotel facili- ties, and other personal effects bought by each man. The party returned to New York the same day and was shown the process of manufacture from the logs to the finished cars, and meals was within a few cents of $3.00.

TECH. Leave note in the Cage for L. E. Best, Athletic Editor.

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